

HARVARD UNIVERSITY
DEPARTMENT OF
LANDSCAPE ARCHITECTURE

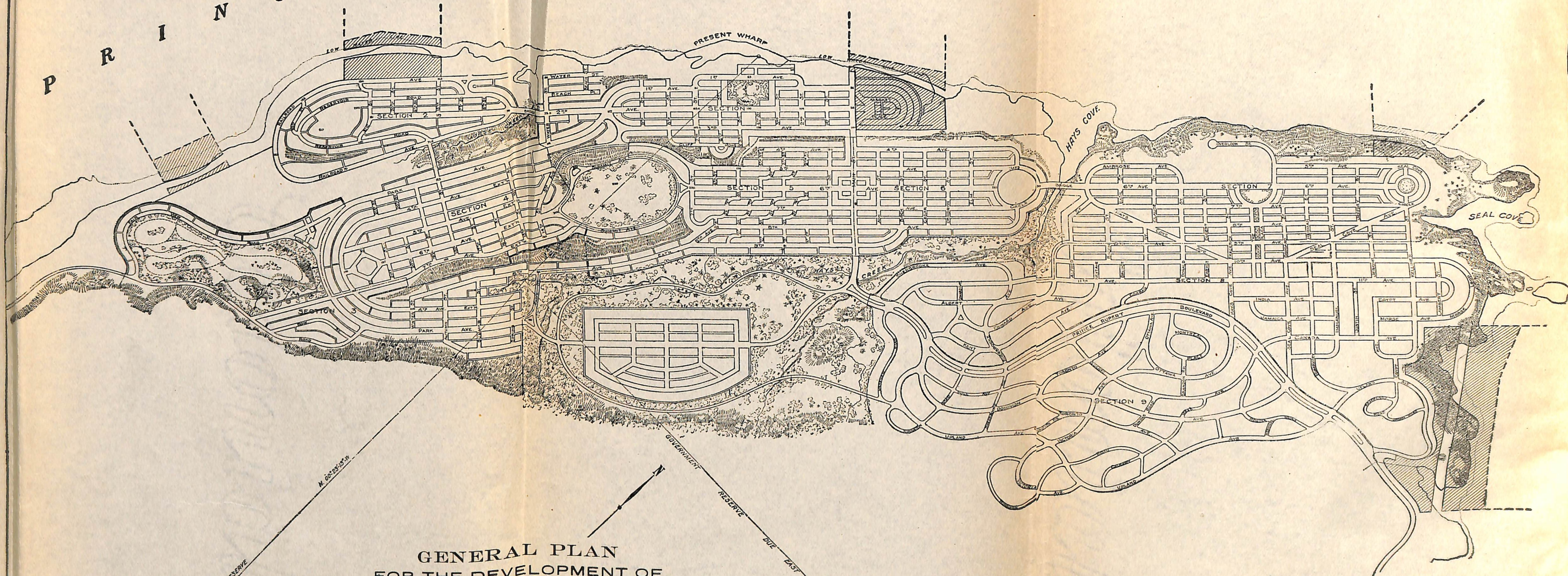
PRINCE RUPERT

BRITISH COLUMBIA

The Pacific Coast Terminus
of the
Grand Trunk Pacific Railway



PRINCE RUPERT HARBOR



GENERAL PLAN
FOR THE DEVELOPMENT OF
PRINCE RUPERT, B.C.

SCALE OF FEET
1000 500 0 500 1000 1500 2000

NOTE—WATERFRONT LOTS BELONGING TO
THE B. C. GOVERNMENT ARE SHADED

ANNOUNCEMENT

In response to many inquiries on the subject which have been received by the Company from all parts of the world, this booklet is issued by the Grand Trunk Pacific Railway Company for the purpose of giving information respecting its western terminus on the Pacific Ocean at

PRINCE RUPERT, BRITISH COLUMBIA,

the new city now being built on the northern British Columbia Coast.

There has been acquired in the interest of the Railway Company twenty-four thousand acres of land at Prince Rupert and vicinity for the purpose of the townsite and the development of the Port, a one-quarter interest of which belongs to the *Province of British Columbia*, who are therefore jointly interested with the Railway Company in the development of this *New Seaport*.

The first subdivision of the townsite will cover an area of about two thousand acres.

The first sale of Prince Rupert lots took place at Vancouver, May 25th to 29th, inclusive. Subsequent sales will be duly announced.

On account of misleading announcements which have been published by land speculators in the vicinity of Prince Rupert where the name has been used without authority, care should be taken to see that any announcement in regard to this new seaport is officially made by the Grand Trunk Pacific Railway Company.

Copies of this booklet may be obtained upon application to the
Secretary of the Grand Trunk Pacific Railway Company, Montreal,
or the
Land Commissioner at Winnipeg, Manitoba, Canada.

24 Oct. 1910

HARVARD UNIVERSITY
DEPARTMENT OF
LANDSCAPE ARCHITECTURE

Gift of J. E. 243 Edwards -

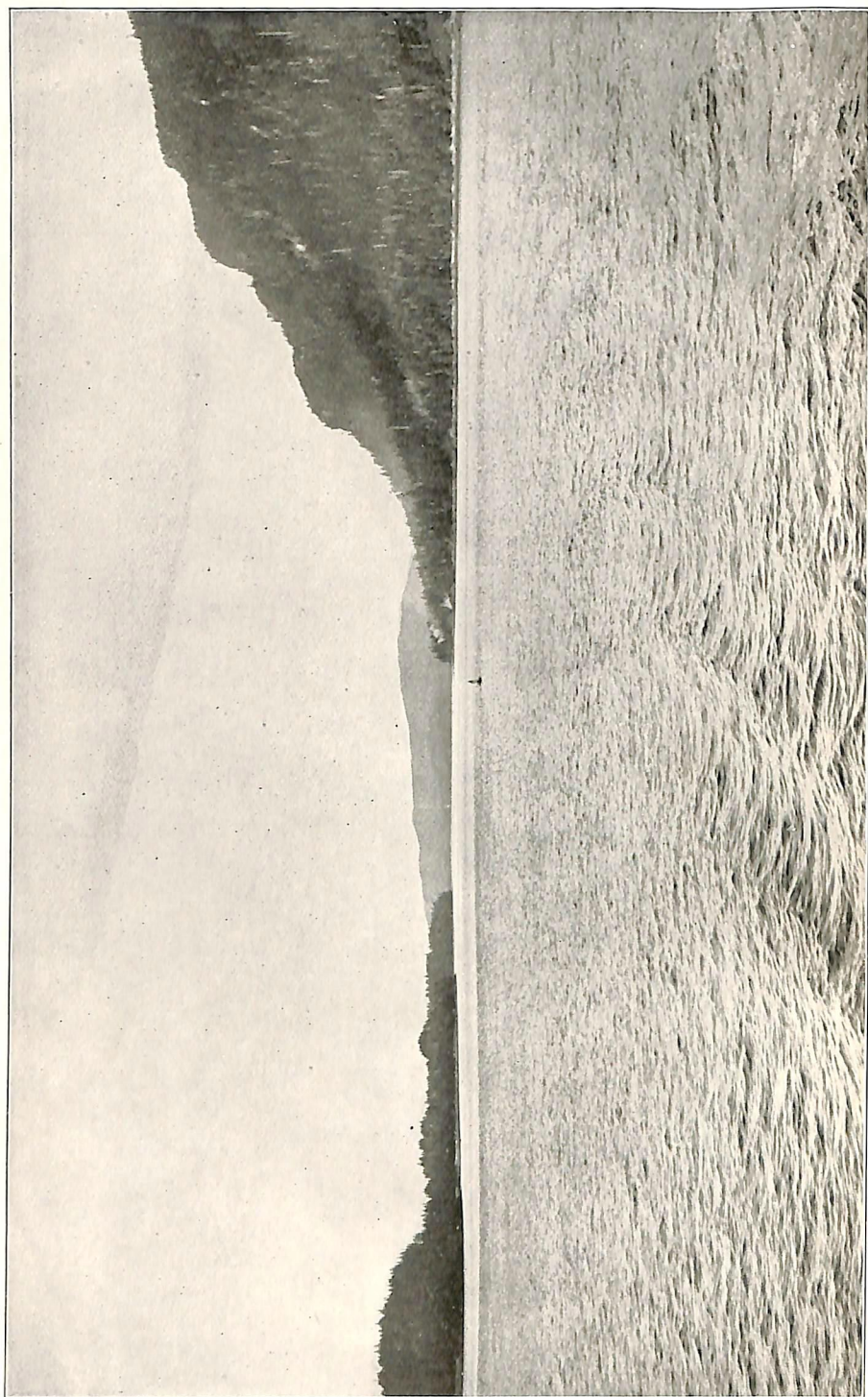
PRINCE RUPERT

BRITISH COLUMBIA

The Pacific Coast Terminus
of the Grand Trunk Pacific Railway



ISSUED BY
THE GRAND TRUNK PACIFIC RAILWAY COMPANY
MONTREAL
1909



ENTRANCE TO PRINCE RUPERT HARBOR.

PRINCE RUPERT

BRITISH COLUMBIA

The Pacific Coast Terminus of the Grand Trunk Pacific Railway

In the western half of this New World there is scarcely a city that does not hold one or more citizens who can boast of having seen the place grow from a village to what it is today, but here, at the Western end of the Grand Trunk Pacific Railway, we have the rare opportunity of looking forward and fashioning in our mind's eye a city sure to be.

Prince Rupert is situated 550 miles north of Vancouver and forty miles south of the Alaskan Boundary. It is in the same latitude as London, and has a climate whose mean temperature is about the same as that of the metropolis of the British Isles.

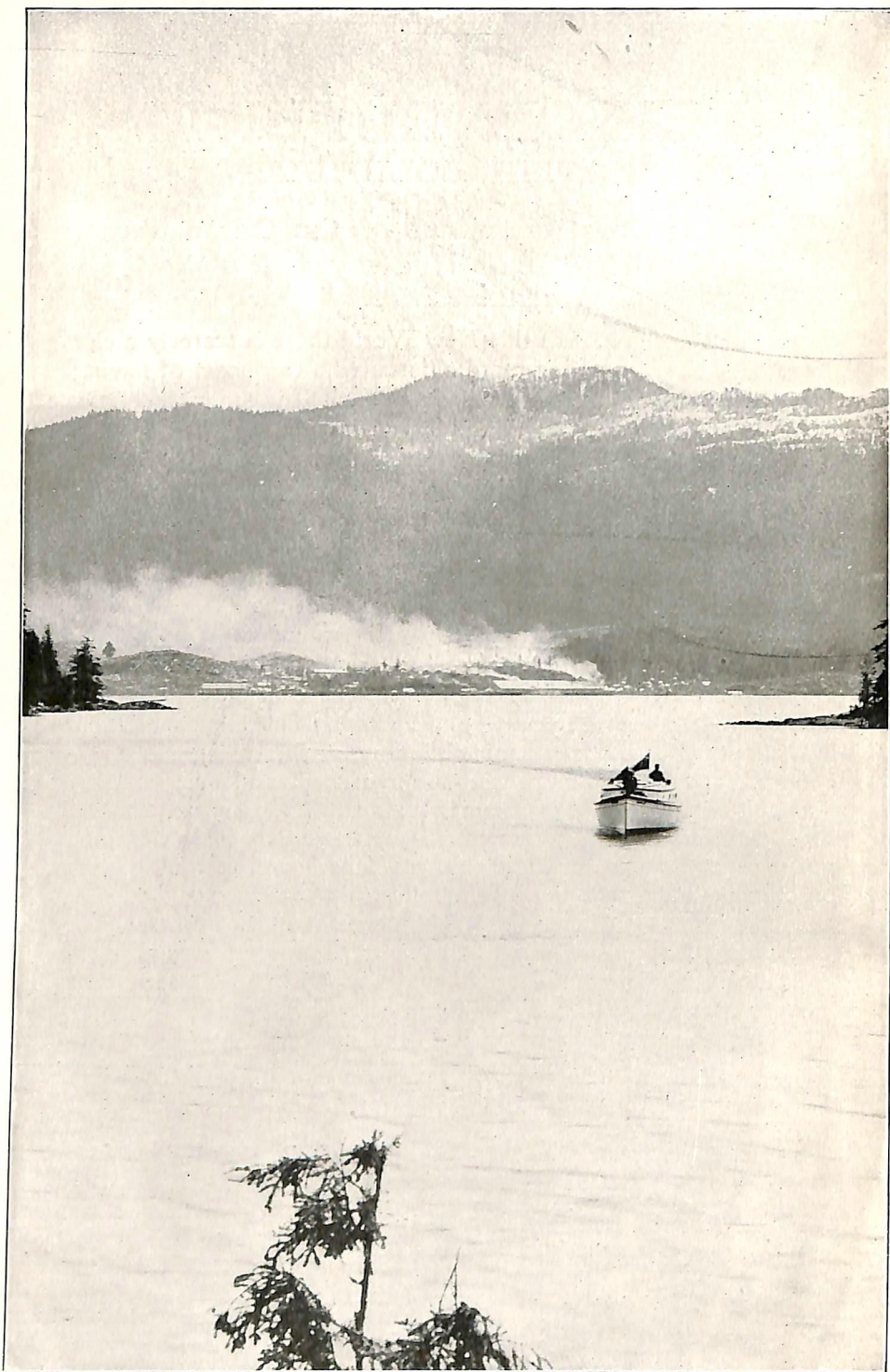
The selection of the Pacific Coast terminus was one of the most important tasks with which the builders of this national highway had to do. Many things must be considered. It must have a harbor second to none, and lie where the rails could reach it without seriously lengthening the line, or increasing the gradients. The entire north coast was searched, and every harbor sounded before a final decision was made. The very satisfactory result is that the future metropolis of the north coast will look out upon a harbor that is all that could be hoped for. Although practically land locked it has a mile-wide roadway, and is sufficient in size to shelter all the ships that are likely to come to it, great as are the possibilities of this new port.

And, because Prince Rupert is at the end of the line, and the nearest port to Japan and the East; because it is on the shortest line from Liverpool to Yokohama, the shortest route around the world, it is bound to lie on the

ALL RED ROUTE

The city is all being planned, in advance of any building, and nothing is being overlooked which will add to the beauty and symmetry of the city to be.

In 1905 a grant of 10,000 acres of land at Prince Rupert was obtained by the Grand Trunk Pacific Railway Company from the Provincial Government of British Columbia, and 14,000 acres of Indian Reserve land has since been purchased, making a



VIEW OF PRINCE RUPERT FROM OPPOSITE SHORE.

total of about 24,000 acres for the purposes of the townsite and the development of the port. Under the usual conditions of Crown Grants one-quarter of all the land reverts to the Province, as also one-quarter of the waterfront after the townsite has been laid out.

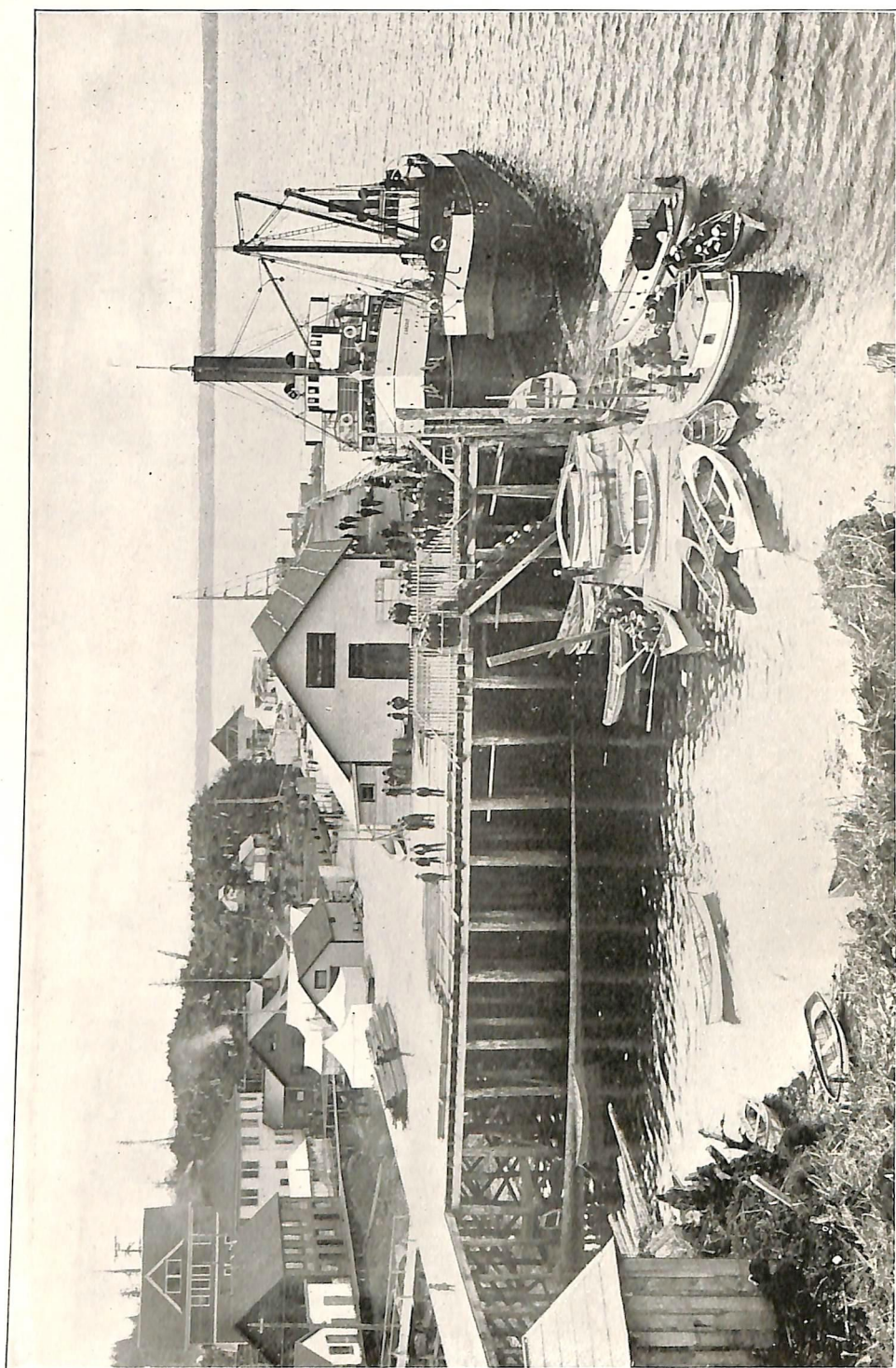
The title to the land acquired in the interest of the railway company has been vested in the Grand Trunk Pacific Town & Development Company, Limited, a holding company organized for the purpose, among other things, of exploiting, developing, and disposing of townsite lands along the Grand Trunk Pacific Railway, all of the stock of which is held by the Grand Trunk Pacific Railway Company.

An agreement has been arrived at between the Grand Trunk Pacific Town and Development Company and the Provincial Government, determining the division of the water front as indicated on the accompanying plan, which assures to the public free access thereto at all times. It will be the policy of the Company to make long term leases of water front facilities rather than to make sale thereof.

Probably never before has there been so much money and time expended in the planning of a new city as has been devoted to the preliminary work at Prince Rupert, not only by the Railway Company but by the Dominion and Provincial Governments as well. This work was commenced in May, 1906, when the Company's staff of engineers made a landing and clearing for the location of their camp preparatory to making the preliminary survey, since which time the work of surveying and clearing has been carried on continuously, with the result that a complete topographical survey has been made of all lands comprised in the townsite covering an area of 2,000 acres, and great care was taken with this work on account of the important bearing it would have upon the final laying out of streets, etc.

The Dominion Government Hydrographic Survey has made a complete survey of Prince Rupert Harbor and approaches, which shows that the entire harbor from the entrance to the extreme end of the upper harbor, a distance of 14 miles, is entirely free from rocks or obstructions of any kind and of a sufficient depth to afford good anchorage.

The entrance is perfectly straight, 2,000 feet in width at the narrowest part, with a minimum depth of 36 feet at low tide, and for a width of 1,500 feet the minimum depth is 60 feet. The British Survey Ship "Egeria," which has been engaged for the past three seasons, making a survey of the outer approaches to the harbor, also reports a splendid entrance through Brown's Passage.



THE DOCKS—PRINCE RUPERT—1908.

At the present time the work of clearing the land is about completed and the engineers are now engaged in marking off the townsite. A wharf 1,500 feet long has been constructed, which has a depth of 26 feet at extreme low tide.

Messrs. Brett & Hall of Boston, Mass., trained in that school of Landscape Architectural Design which claims F. L. Olmsted, deceased, as its founder and inspiration, and to whose memory Mount Royal Park, Montreal, is a beautiful monument,—were secured by the Railway Company to lay out the townsite. They have provided a plan which is eminently satisfactory, and will ensure a practical development while preserving, for the future city, splendid opportunities for parks, for municipal improvements, and for architectural embellishment. It is believed by many who have studied this plan that Prince Rupert will be one of the most beautiful cities on the American Continent.

Two hundred thousand dollars has been appropriated by the Provincial Government of British Columbia for preliminary improvements, which amount will be expended in the construction of plank sidewalks and roadways, sewers and water mains, to be in readiness upon the opening of the townsite, so that unlike most new towns, ample provision will have been made in advance for the sanitary welfare and comfort of a population of at least ten thousand people, as well as providing other accommodations which will be required until the population will have sufficiently increased to warrant the construction of extensions of these facilities.

The site is a picturesque one. The land slopes back gradually for distances ranging from half a mile to two or three miles. Here and there the ground rises abruptly, providing the necessary fall for drainage and sewerage, while a shore line five or six miles in extent, sweeps around the front of the city. The view from these elevated stations and from back of the townsite is a charming one. On the opposite shore mountains slope down to the water. To the northwest, through a channel studded with islands, is situated the famous Indian village of Metlakatla, known on the Coast as the "Holy City."

Upon the completion of the Grand Trunk Pacific Railway, the fishing industry at Prince Rupert and vicinity, which is now in its infancy, will be one of the greatest in the world, and will furnish employment, not only to the railway company and its employees, but to hundreds of fishermen and laborers who must necessarily establish their homes at Prince Rupert. At the present time a large Company is arranging to engage in this industry, with headquarters at Prince Rupert.



SHAWATLAN'S LAKE AND FALLS—PRINCE RUPERT.

The salmon pack during the past season in the Skeena River, which is one of the greatest salmon rivers in the world, situated 12 miles south of Prince Rupert, was approximately 200,000 cases, exceeding in value \$1,000,000, which furnishes employment to at least 5,000 people during the canning season, and this will naturally constitute a valuable and important feeder to Prince Rupert.

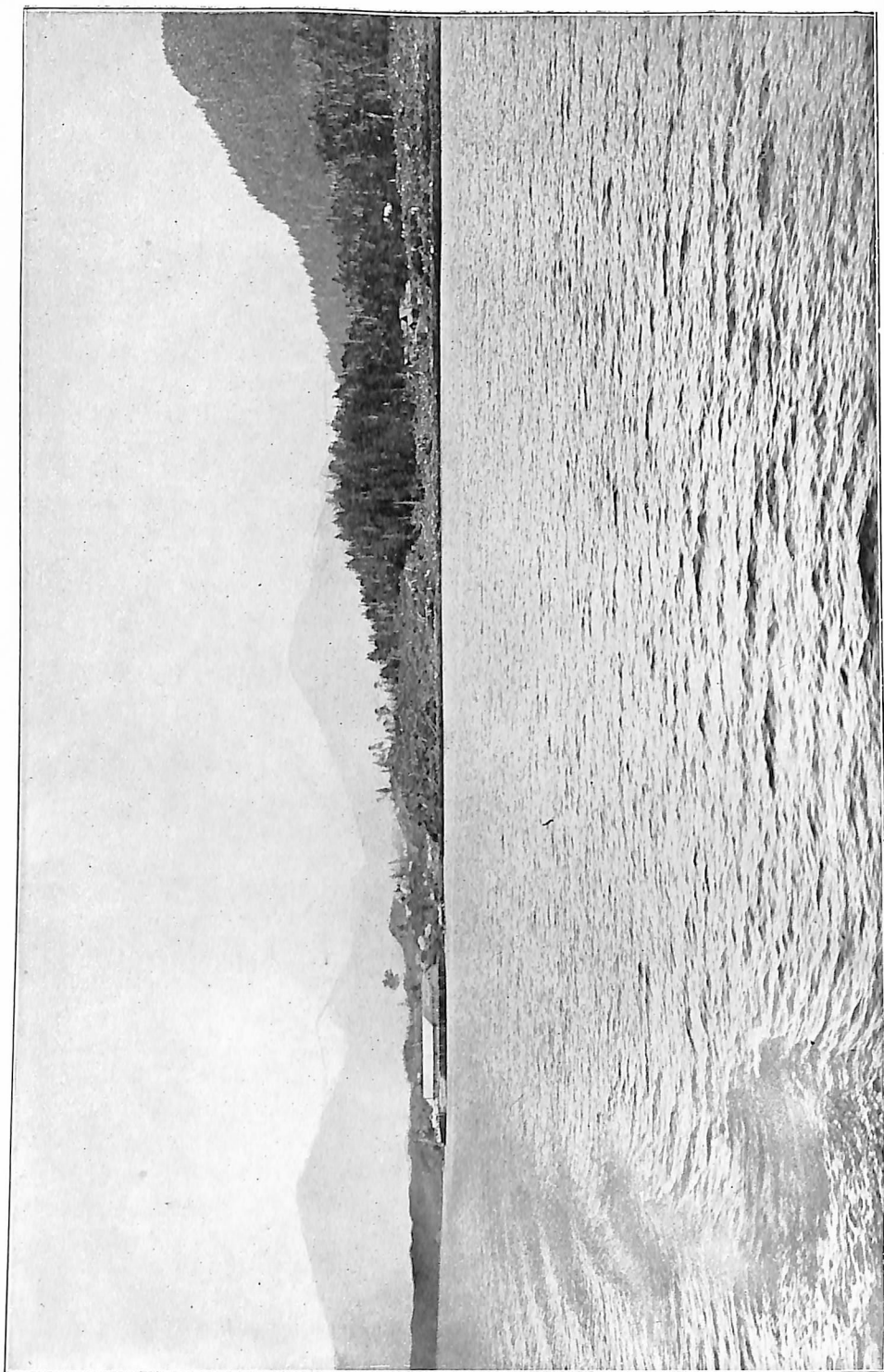
In the past, on account of the absence of railway transportation facilities, this product has, for the most part, gone to Vancouver and Victoria by water, but upon the completion of the Grand Trunk Pacific Railway it will naturally seek the most rapid means of reaching the Eastern markets and will consequently be handled through and from Prince Rupert.

The canned salmon industry ranks among the leading industries of this country, but in the last few years cold storage plants have been installed with excellent results, and by the time the Grand Trunk Pacific Railway is completed refrigerators will hold and refrigerator cars will carry and deliver this, the king of fish foods, to the tables of the people of the United States and Canada, in the East as well as the West, and in fact the markets of the world.

A license has been granted to establish a whaling station within a few miles of Prince Rupert, which will be an important industry and feeder to the new city, as it has been found that more whales abound and have been taken in the waters off the Coast of British Columbia during the time the whaling stations have been in operation than in any other waters of the world. In fact, during the winter months whales abound in the waters of Prince Rupert Harbor; these, with all other fish industries, including cod, herring and oolachan, now only in their infancy, are capable of immense growth and advancement, and will be a great factor, not only in the building up of this city, but as a source of lucrative employment to the fishermen, merchants, steamboat owners, laborers and others, who will purchase, rent and have their homes in Prince Rupert.

The value of these fisheries lying at the gateway of this, one of the finest harbors of the world, cannot be estimated.

The timber industry of this part of the country is also in its infancy, and, within a radius of one hundred miles, much good spruce, hemlock and cedar are to be found. At the present time a large steam saw-mill, costing \$200,000, located at Prince Rupert, and a water power mill some few miles distant, are supplying the local markets at most reasonable prices. It is safe to say that the



GENERAL VIEW OF WHARF AND TOWNSITE—PRINCE RUPERT.

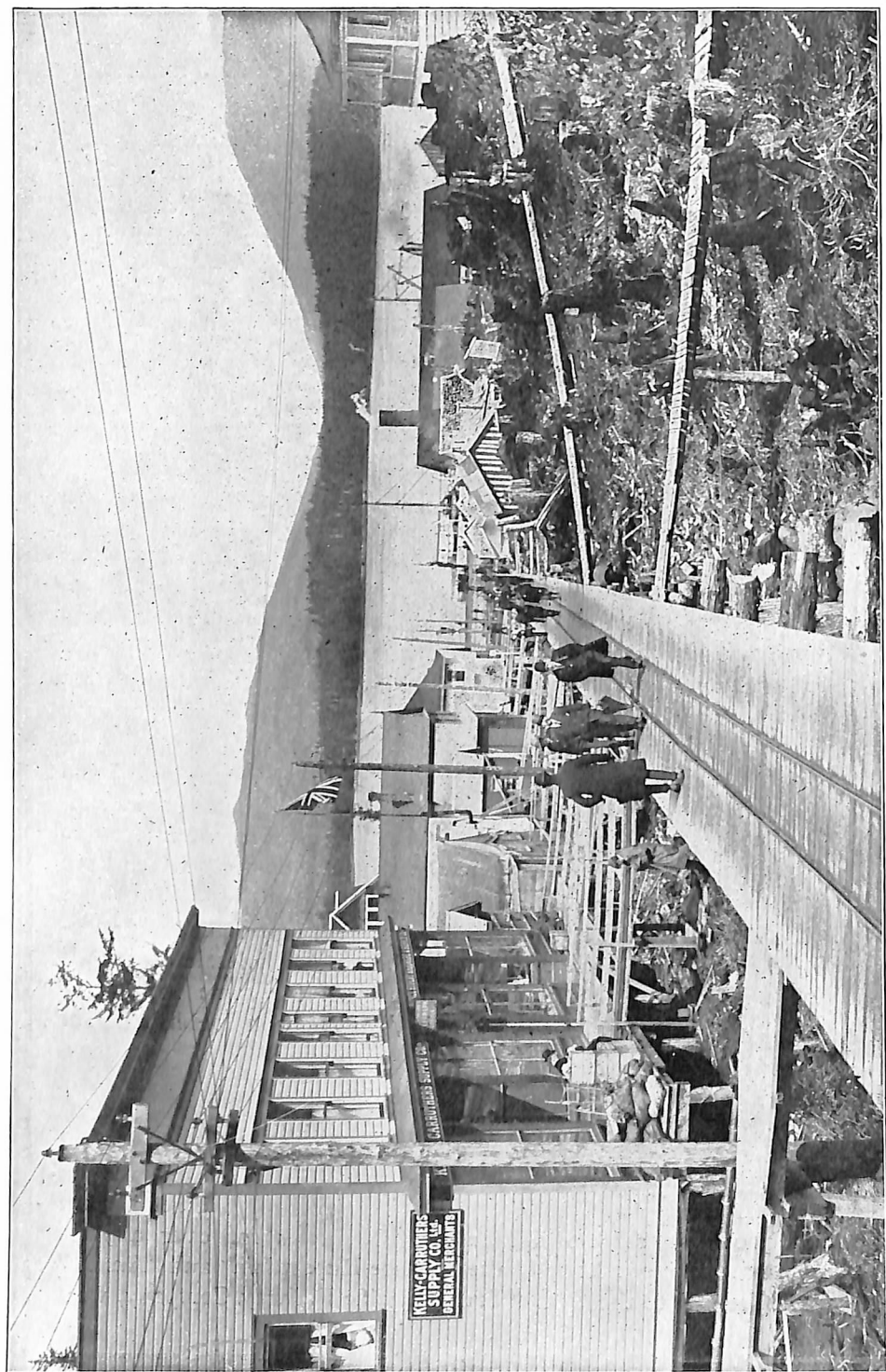
forests within this radius will produce timber enough to supply twenty-five mills with all the timber they can cut and market for the next twenty years.

At Swanson Bay, about one hundred miles distant, a pulp plant, estimated to cost one million dollars, is partly completed. This industry will employ at least one thousand people, and the business arising, not only in the production, but in the transportation of its manufactures, will largely pass through Prince Rupert.

Unless one is conversant with the development of the Pacific Coast, has seen its seaports grow, particularly Victoria, Vancouver, Tacoma, Seattle, Portland, San Francisco and Los Angeles, to say nothing of some of the smaller ones, such as Bellingham, Everett, Aberdeen, Astoria, San Pedro and San Diego, and has watched the commerce and shipping expand year by year, until the figures of each of the larger ones are simply astounding, can fully realize the possibilities and probabilities of Prince Rupert, which has an empire in itself tributary to it. What were Vancouver, Seattle, Tacoma, Portland and Los Angeles fifteen years ago? Some of them were hardly on the map. Look at them today; each a splendid example of what energy, brains and money can and will do in the Golden West, and who can predict what Prince Rupert will be in the next fifteen or twenty years, or even in five or ten years?

With the occupancy of the townsite by the Company's staff and contractors and laborers it became necessary to furnish them supplies of food and clothing and it will therefore be of interest to give some facts in connection with the developments which have already taken place.

Nearly every line of business is at present represented and mention can only be made of a few of them. A wholesale dry goods house has been built and doing business for some months; a weekly newspaper, "The Empire," has been published for over a year. There are four or five grocery stores and several carrying stocks of general merchandise, two hardware, two gents' furnishings, one or two furniture and numerous fruit and cigar stores. A Board of Trade has been organized and branches of the Canadian Bank of Commerce and the Union Bank of Canada have also been opened. A wholesale and retail meat and provision store has been doing business for over a year. There are two good hotels, the "Prince Rupert Inn" and "Annex" which belong to the Grand Trunk Pacific Railway Company, with



THE MAIN STREET — PRINCE RUPELT — SUMMER OF 1908

first class accommodations, in addition to numerous lodging houses and restaurants.

The Provincial Government are making Prince Rupert their headquarters for the northern part of the Province, and substantial buildings for its officers, court house and jail have been constructed. The Dominion Government has also given its assurance that immediately upon the opening of the townsite it will commence the erection of permanent and substantial Custom House and Post Office buildings for the Government service. Tenders have been called for the erection of a public school building and school is at present being held in one of the churches, of which there are four.

There is an abundant supply of fresh water from mountain streams and lakes having a sufficient flow for a population of more than one hundred thousand people.

Prince Rupert is also on the route of the celebrated "Sail up the Sound" which, for wild grandeur, excels almost anything to be found in the world from the deck of a seagoing ship, while the trains of this new railway will traverse some of the finest scenery to be found on the American continent. From the wooded lake-lands of Quebec and Ontario, across the wide and fertile fields of the Prairie provinces, by the banks of the mighty rivers of the north, through Yellowhead Pass, through deep, dark canons, where in mid-summer, from beneath the north windows of a west-bound train, will come the sweet fragrance of wild roses, while from the south windows, the traveler can look out upon a glinting glacier whose cold shroud trails to the margin of the mountain stream, along the banks of which the trains will travel over this short cut across Canada. And this same train will take the traveler by the base of Mt. Robson, said to be the highest mountain in the Dominion.

And over these rails, and down to Prince Rupert, will flow the commerce of all that new west, bound for the East by the Western way, as surely as the waters of the Pacific slope flow into the Pacific Ocean; but this commercial water-shed will extend hundreds of miles further east than the natural water-shed extends. The mineral wealth of all that vast mountain region, the forest products, the coal, the copper and iron ore of Northern British Columbia and the Yukon, as well as the food products of the Prairie provinces, and the fish and fur of the far North—in short, all the export wealth of that resourceful region, west-bound, must find its outlet to the sea at Prince Rupert.



1. A VIEW OF PRINCE RUPERT. 2. THE WATER FRONT—PRINCE RUPERT.
3. A PASSAGE INTO PRINCE RUPERT HARBOR.

Prince Rupert is surrounded by a country whose natural resources are more rich and varied than those of any other country known to the present generation. And her sphere is ever widening, her natural trade zone is daily being extended north, and still further north.

It is but a little over half a century since a Congressional Commission, sitting in Chicago, declared that the State of Illinois marked the Northern limit of the profitable wheat growing area of this continent. In spite of this the little pink bread-berry spread north and west to Minnesota, the Dakotas, crawled up the Red River of the north, to Portage Plains, spread over Saskatchewan to Alberta where the miller came into competition with the flour of the Peace River, and where, not having heard of the Chicago Commission, men had been sowing and reaping for a generation or more.

Fifty years ago, when the United States were seeking a possible rail route to the Pacific, the Northern Pacific route was put aside with scant consideration as being impracticable, owing to its northerly location. The same argument delayed for years the construction of Canada's first trans-continental line, but now we know more of the north country.

Every traveler and explorer who goes into the far north comes out with new stories of that much maligned land until their song of praise swells into a sublime chorus, compelling us by the mere preponderance of evidence to listen and to learn.

Only the other day, before the Royal Geographical Society in London, Mr. A. Harrison told some startling stories of the Northwest. He had been in search of an Arctic continent but had traveled for the most part through a land of green fields and running brooks. The fields were unfenced and "far flung" to be sure, but wherever he found a Hudson's Bay Post, a mission or the habitation of man, there he found vegetables "such as are grown in one's garden at home," wheat and barley, marsh grass on the moorlands, and bunch grass on the plateaus. He found much valuable timber, and endless indication of coal and oil. He suggests a railway from Edmonton north to the Athabasca, another from Prince Albert to Fort McMurray, and a third to the Peace River, which would open a waterway 600 miles to Great Slave Lake.

From Fort Providence to the (Arctic) Red River (Lat. 67 deg. 26 min., long. 134 deg. 4 min.), a distance of 900 miles,

Mr. Harrison found the navigation exceedingly simple, and the whole stretch of country thus irrigated, he found "full of vegetation." "It will, in my opinion," he said, "one day be settled."

There are mountain cliffs of copper in the Atlin District in the northwest corner of British Columbia, so nearly pure copper that it must be taken out by dynamite. Here also are gold, silver, wood and coal, all of which will come in over the Yukon extension, pass out by this new Pacific gateway, and go down to the sea in ships, eventually, belonging to the Grand Trunk Pacific.

Another feature in favor of Prince Rupert is the great saving of time effected by the northerly route. The distance from Liverpool to Yokohama by this route is 10,031 miles, as against 10,829 miles via New York and San Francisco. Moreover, ships sailing from Prince Rupert pass, with a few strokes from the land-locked harbor to the high seas, and begin their journey across the Pacific 500 miles nearer the East than a ship would be sailing at the same time from another Pacific port.

Because it has been held back; because settlers were not suffered to rush in before there was need of settlement, to scuffle and scramble and squat in picturesque confusion; Prince Rupert is likely to build up rapidly. Unlike an oil-town or a mining camp, its stability, its future is, by reason of the railway, and the richness of the surrounding country, already assured.

Prince Rupert has many advantages. It has a mild climate. It is new and attractive. It is to be a model city in every sense of the word. It guards what is said to be the finest natural harbor on the coast, if not in the world. It is the terminal town of a Transcontinental Railway, which bids fair to surpass anything ever attempted in the way of railway construction on this Continent, crossing from ocean to ocean without a single mile of mountain grade, or grade that can, by any stretch of imagination, be considered an obstacle to the economical operation of the road.

Prince Rupert is also at the end of the long Portage on the shortest route around the world. Any scheme which has for its ultimate object the swift circling of the sphere must reckon Prince Rupert on its right-of-way.

To this new port will come the ships of the Seven Seas. Ships of the East, laden with silk and rice, will soon be riding at anchor in this splendid harbor, to sail away laden with lumber; ships from the West with the wares of the West; ships from the shores of far-off continents, trading through the new and picturesque port of Prince Rupert.

To those who are not in the habit of taking into consideration the effect of the Japan Current, which washes up the North Pacific coast, this comparative statement will be a great surprise, but those who are acquainted with the West are aware that the Isothermal line trends north as we go West, and finally loops down the Mackenzie River to Great Slave Lake and beyond.

COMPARISON OF SUMMIT ELEVATIONS, MAXIMUM GRADIENTS AND TOTAL ELEVATION ASCENDED FOR VARIOUS TRANSCONTINENTAL RAILWAYS.

Name of Railway	Highest Summits	Maximum gradient in feet per mile		Total Ascent in feet overcome	
		East-bound	West-bound	East-bound	West-bound
Grand Trunk Pacific	1 summit				
West. Div. Winnipeg to Pr. Rupert...	3712	21	26	6990	6890
Eastern Div. Winnipeg to Moncton...			31		
	2 summits				
Canadian Pacific	5299 4308	237	116	23106	23051
	3 summits				
Great Northern	5202 4146 3375	116	116	15987	15305
	3 summits				
Northern Pacific	5569 5532 2849	116	116	17830	17137
	3 summits				
Union Pacific System Omaha to San Francisco	8247 7017 5631	116	105	18575	17552
	5 summits				
Omaha to Portland.....	8247 6953 3537 3936 4204	106	116	18171	17171
	2 summits				
Western Pacific	5712 5018	52.8	52.8	9385	5076
	6 summits				
Santa Fe System.....	7510 7453 6987 7132 2575 3819	175	185	34003	34506

PRESS OPINIONS

The following items taken from the Victoria "Colonist" of December 17th, the Manitoba "Free Press" of December 22, 1908, and the Montreal "Star" of June 26, 1909, contain the latest news and opinions concerning improvements and conditions at Prince Rupert.

W. W. FORRESTER GETS PRINCE RUPERT WORK

Seven Contractors Tender — Work Will Be Rushed
All Through Winter.

Victoria "Colonist," December 17, 1908.

W. W. Forrester, the New Westminster contractor, has been awarded the contract for constructing the proposed public improvements at Prince Rupert, which are being undertaken jointly by the government and the Grand Trunk Pacific. There were six unsuccessful tenderers. The contract will run close to \$200,000, though the exact amount is not determinable in advance.

Mr. Forrester bid 14½ cents per square foot for plank roadways, 7 cents per square foot for plank walks, 29 cents per cubic yard for excavating earth, \$1.50 per cubic yard for excavating rock and \$34 per acre for close cutting. The plank roadways will consume 560,000 square feet, and the plank walks 112,000 square feet. The excavation work is in connection with the sewer system which is going to be put in.

The contract was awarded yesterday at a meeting of the executive, at which the bids were opened and examined, and it is expected that Mr. Forrester will get to work without loss of time. The climate of Prince Rupert is such that open air work can be continued all the year round, and it is hoped that these much needed improvements will be completed by the time the lots are put on the market in the spring.

The work will be done under the supervision of J. F. Ritchie, the government engineer, and an engineer representing the railroad company.

MANY LIES ABOUT PRINCE RUPERT

Mr. Osborn, a British Newspaperman, Speaks of the
Coming Coast City

HOLD YOUR JOB HOWEVER

That is his Advice to those who at Present Contemplate a Speculation There

Manitoba Free Press, Winnipeg, Dec. 22, 1908.

E. B. Osborn, who has been seeing Canada's new transcontinental line as special commissioner of "Canada," the London illustrated journal, which is highly thought of on both sides of the Atlantic, and is also contributing articles to the London Times, has been visiting Winnipeg. In conversation with a representative of the Free Press,

he had much that was interesting to say of Prince Rupert, the Pacific terminus of the new system:

"I should think more lies have been told about Prince Rupert than about any new city ever yet sprung up in the west. For example, I was warned not to go there until the spring unless I wished to walk 70 miles over the icefloes to get in and out. Another Ananias (with modern improvements) told me that it rained there all day and all night all the year round. But, why repeat these libels? Prince Rupert is in the latitude of London, England, and everybody who knows the British Columbian coast knows very well that it is an ice-free port. As for the rainfall (which is said on good authority to be virtually the same as that of Vancouver and similarly distributed through the year), all I can vouch for is that the weather was fine and mild during the week I was there.

Finest Harbor on Coast.

"The harbor is the finest in Canada. It is formed by a perfectly-protected curved inlet 16 miles long, a mile broad, and 25 fathoms deep on an average. The bottom has good holding for anchors, and there is 30 feet of water at the lowest tide, by the temporary wharves. The nature of the approach from seaward has been criticized in certain quarters. But all such criticisms have been finally disposed of by Captain J. F. Parry, R.N., of H.M.S. "Egeria," which is making the admiralty survey of the entrance. He says: 'It is no breach of etiquette on my part to state that the result of the survey is entirely satisfactory in so far as the approach to Prince Rupert from seaward is concerned.' That ought to be enough for the political variant of the modern 'Ananias.'

To Be Picturesque City.

"Of course, the real Prince Rupert is not yet in being. Until the townsite is sold—probably in May—permanent buildings cannot go up. Nearly everything there now will be swept away when the plans of the engineers are carried out. Prince Rupert is not to be a checker-board city. To my mind, that is a great point. You can't get a picturesque city on the rectangular plan. Those who know Detroit with its radiating avenues know how pleasant it is to get away from that particular form of the square deal. Prince Rupert is to have places and parks—which will prevent a fire running far—and undulating avenues and hills crowned with white edifices. It will not be one of those dull, decorous cities where a boy and girl can't lose themselves in case of necessity. I climbed up one of the hills—probably it was what is called the Acropolis on the plan—and the view across the harbor was charming. Three years ago the site was virgin forest; and though it has been cleared, the stumps remain here and there.

Is Still Dry Town.

"The soil, which overlies solid rock, is made of decayed vegetation, and is damp and peaty. Many of the present temporary buildings are set on piles; they look like packing cases on sticks. There are two really good hotels, and a number of dollar-a-day proportions, where they give the guests good, square meals, and ask them to sleep in bunks as in French-Canadian shanties. At present, it is a dry town, the sale of liquor being forbidden in view of the railway construction work going on there. It is said they made a kind of cider for the use of citizens suffering from a chronic thirst. But nobody offered us any. Whoever wishes to get 'full' must go to Port Essington, several

hours' voyage, where a perpendicular person is regarded with suspicion. When I was there, I asked a man with a face like a tombstone, who was reclining on the wharf, why the whole population was celebrating the occasion. 'That's so,' was his only reply. Port Essington, a miniature Seattle, will be put out of action when Prince Rupert makes its real start.

Will Have Great Seaport.

"Of course, Prince Rupert is bound to become a great seaport. It will be served by the shortest and by far the easiest freight route on the continent, and the sea journey from Prince Rupert to Yokohama is 400 miles shorter than the Vancouver route and 600 miles shorter than the distance between San Francisco and the Japanese port. Naturally, Prince Rupert will be the distributing point for all northern British Columbia—a country richer in mineral resources than the more developed southern half—for the Yukon territory and for all the Alaskan shoreline. It will eventually recover for Canada all the trade with the north that was lost to Seattle, a live city whatever its faults, during the Klondyke boom! Also, it must become a great centre of lumbering, canning, and the manufacturing of fishery products. Just outside the harbor is the finest halibut fishery in the world—an asset which has not yet been realized to any extent. Good progress has been made with the grading of the first 100 miles eastward of the G.T.P., and next summer the tracklayers should be at work.

Hang on to Winnipeg Jobs.

"There will be a record rush to Prince Rupert when the townsite is sold. Everywhere across the Rockies, the interest in the new city is extraordinarily keen—as keen as was the interest in Dawson more than ten years ago. Anybody who can buy a city lot there will be making a good investment, if he buys to hold and not to sell again. If he does it for speculative purposes, he will be taking a hand in a game, such as was seen in Winnipeg in 1881-82, though there will be more at the back of Prince Rupert than there was at the back of this city 25 years ago. I should like to see British and Canadian investors get the lion's share of the profits of Prince Rupert development. As for the opportunities there for workers, not capitalists, I do not care to express an opinion. There is much unemployment on the coast, more even than on the prairies at the present time. Anybody who has a job in Winnipeg ought not to throw it up on the chance of doing better in Prince Rupert, or any other city on the coast. For the present, at any rate, a job in the hand—even if it be not exactly a 'bird'—is worth two in the British Columbia bush.

Be Good to British Investor.

"British interest in Canadian investments grows every day. Give the British investor a square deal, and he will irrigate the Dominion with the capital it requires for progressive development. 'Canada' is doing all in its power to help on this movement, and now receives many hundreds of enquiries in a month as to the opportunities in Canada for settlers and investors. When the paper was started, three years ago, we never expected it would expand so rapidly, and go ahead so fast. The fact is, that it filled a gap. Our policy is to give all Canadian propositions a good show, but never to allow the British investor to be deceived, which would in the long run be to the great disadvantage of Canada."

IMMIGRATION INSPECTION.

Stations for Prince Rupert and Other Western Points.

The Montreal Star, June 26, 1909.

Ottawa, June 26.—Dr. P. H. Bryce, chief medical inspector of the Department of Immigration, is back from a trip to the Pacific coast, where he inspected the different ports of entry with particular reference to the requirements of the service in view of the influx of population. It is understood that as a result of his visit an inspection bureau will be established at Prince Rupert without delay. Dr. Bryce states that easterners have little conception of the rapid growth of the Pacific cities as regards both population and trade, each of which is increasing at a rate almost phenomenal. Eighteen steamship lines are engaged in the foreign and five in the coastwise trade. He found very satisfactory conditions as to sanitation prevailing at Prince Rupert and also in the construction camps he visited. No necessity was found for making the medical examination of the newcomers more rigid, but the influx is such as to necessitate extension of the work of inspection.

PRINCE RUPERT DESCRIBED BY A MAN ON THE SPOT

Few Permanent Buildings Erected Yet—West has Faith in Future.

The Montreal Star, June 26, 1909.

Prince Rupert, B. C., June 26.—When 1800 25-foot lots, in a town that has nothing but a name, sell for one million dollars, the public is evidently interested. Persons with savings bank accounts must have confidence, and a deal of it. One million dollars represents the weekly wage bill of 80,000 men. It is more than enough to start a bank. It would buy up many an old town in the East—real estate, houses, business blocks and stocks complete. The interest on it alone would feed one hundred men a lifetime. Yet one and one half million dollars have already been spent on a small portion of a strip of Rocky Mountain real estate about three miles long by one mile wide.

Prince Rupert is only a name—a city to be—but it seems to be a name to conjure with. At the present standard of prices, these 2,000 acres of muskeg and rock will be valued at ten millions of dollars. One wonders whether it is a fairy tale, a South Sea Bubble, or just a commercial proposition of this million-dollar age. Time will tell.

Rome was built on seven hills. Prince Rupert will be built on seven times seven hills, not counting the green snow-capped mountains in the background, which rise 2,000 feet above the hills. In it there is not an acre of what the prairie man would call level ground, nor an honest blade of grass. The landscape of the townsite is made up wholly of stumps, hills, muskeg and occasional outcroppings of rock. Yet this unpromising prospect sold for more money than any townsite property ever put on the market.

Prince Rupert was made a land of promise by the National Transcontinental Railway, the Grand Trunk Pacific. It is backed by two governments—the Dominion Government as guarantor of the company's bonds, and the British Columbia Provincial Government as a co-partner in the original ownership of the townsite. The Grand Trunk Pacific will make Prince Rupert the Pacific terminal of their main line and a sea port for their trans-Pacific liners. It is predicted it will be a rival of Vancouver in the space of a few years. It is promised phenomenal growth.

Sale Held at Vancouver.

The choosing of Vancouver as the place to hold the big sale was a wise move on the part of the owners of the town site. Vancouver may be a bit jealous of her baby rival on the coast, but Vancouver's idea of real estate values is so inflated that it is impossible to get a sane commercial valuation of anything that looks like a building lot. Vancouver is a city of boomers and sharks. Every second doorway on every business street is a real estate office. Every other man you meet has a lot or an acre of lots to sell you. The map for miles around the city is parcelled off with surveyors' stakes and the brokers ask more for a bit of ground ten miles from the post office than would buy a similar lot five miles from the center of Montreal or Toronto. Vancouver is the place to sell lots.

However, Prince Rupert did not need Vancouver's land fever to boom its prices. It was not Vancouver that did the bidding. The buyers were from every province in the Dominion, and from nearly every state in the Union. Even the Vienna house of the Rothschilds was represented by an unassuming little middle-aged man, who proved an inexorable bidder for some particularly good lots and who let no bargains in the cheaper lots slip by unnoticed. The Rothschilds took over \$100,000 worth of property. That fact does not necessarily enhance the value of Prince Rupert property, for the Rothschilds can wait ten, twenty or fifty

years to get their money's worth. The men who will make Prince Rupert are those who put in their "pile" and who will go there and start the wheels of commerce in an effort to grind it out with interest.

Natural Conditions Bad.

Though laid out as a model city, Prince Rupert at the present time looks like a logging camp. On the map it presents a flat surface with parks, plazas, boulevards, crescents, curving streets, lovers' lanes, terraces, loops, coves, etc., in divers ways, and suggestive of interesting drive-ways and auto-runs. But those divers ways mean a hill, a gully, a bluff, a precipice, or some obstacle to overcome, and there are hills, hollows, boulders, and sink-holes of muskeg galore that could not be overcome by the landscape engineer. As for driveways and auto speedways, it will be years before they are realized. At the present time one cannot cover the townsite on foot unless he is an untiring pedestrian and has high, water-tight boots. There is not a foot of natural roadway in the town. Every street will have to be graded with rock ballast, and half the lots will have to be built up or blasted down. Unfortunate is the man who has to do the blasting.

Apparently this is rather a gloomy outlook for the immediate building up of Prince Rupert, but those difficulties do not worry the citizen of the coast. Cities have been built on rock and muskeg before, and they will be again. Good cities, too. San Francisco and Seattle are instances of towns that grew up on impossible sites. Prince Rupert has the advantage of these, inasmuch as the best possible arrangements have been made by the architect to overcome the natural disadvantages before building started. There are no "squatters' trails." Every street and every lot is staked, named and numbered. Temporary roadways have been built of three-inch planks, raised on stilts to the advised grade of the streets on the lower levels, and laid on the rock where it has been necessary to make a cut. Several miles of these plank roads have been built on the principal streets of the town and these will serve as temporary roads until such time as permanent grading can be done. All business for some years will have to be done on streets facing these plank roads as it is impossible to drive a team elsewhere. Some additional four-plank walks have been laid on other streets, and residences will be built along these, but moving in heavy furniture or supplies will be awkward. Temporary sewers and waterworks system have been installed by the Grand Trunk Pacific, and as yet these are used by the residents without charge.

Few Permanent Buildings.

The townsite has only been open to the public a few days, but already several small permanent buildings are going up. The building, heretofore, with the exception of the government offices, has all been temporary, mostly on reserved ground around the railroad docks. A few permanent residences were erected on the townsite prior to the sale, but with the understanding that the owners would purchase the lots on which they stand at bid prices. There is a population of about 2,000 in the town now, including several hundred transients. The majority live in shacks or tents on railway property. Accommodation for these will have to be built on the townsite this year as it is understood all permits are to be cancelled and the squatters given six months to move off. The principal business of the town at present is done on the plank road leading up from the docks. The next six months will see this considerably scattered, but which direction it will take is problematical. The highest priced lots are those along McBride Street, which leads up from the big dock the Provincial Government is building, and naturally that is supposed to be the center of the business section. Very few of those who are already in business in Prince Rupert, however, secured lots in that section, and if local merchants make a general move in one direction, and McBride Street is left idle for the present, it may have the effect of fixing the center in some other quarter. In fact, meetings of the biggest business men here have been held to try and accomplish such a move.

Ample reservations of land have been made for schools, public buildings and parks, and choice blocks of land were selected by the Presbyterian, Roman Catholic, Methodist and Anglican churches, which were sold them at low prices. These four denominations, at the present time, have temporary buildings for public worship.

Already there have been a number of changes in property, but there have been no big profits made in the turn-over. It is principally a mutual adjustment of locations among local parties. There have also been a number of lots picked up by private sale since the auction, and a great deal of unsold property is still available. In the business portion of the town, however, nearly every lot has been taken, and those who anticipate going into business and have not secured property will have to lease. Some lots have already been leased at from \$20 to \$100 a month.

Climate and Scenery.

The climatic conditions of Prince Rupert are similar to all the coast towns in the wet belt. There are many cloudy and showery days, but the rain is usually a gentle intermittent precipitation. The bright days, which are not a few, are clear and bracing. There is no hot weather in the summer; there is always a cool ocean breeze. In the winter the thermometer never goes below zero, and last winter there was sufficient snow for sleighing several months.

The scenery from any of the higher points in the town is unsurpassed. At the east, which is the back of the town, Cascade range, with an unbroken front, rises up 2,500 feet. This almost perpendicular slope is a perfect phalanx of evergreen, with touches of snow on the crest, and streaked with mountain streams.

The place will not be incorporated as a town until next year, and in the meantime property owners pay no taxes. It is quite probable that when incorporation does take place the municipal policy will be to exempt as far as possible all property improvements, the idea being to make unimproved property owners build or pay the heavy burden of the municipal tax.

G. R. S.

MAP OF THE
**GRAND TRUNK PACIFIC
RAILWAY**
IN
BRITISH COLUMBIA
SHOWING TERMINUS AT
PRINCE RUPERT

MAP OF
**PRINCE RUPERT
AND
VICINITY**

EXPLANATION: THE PORTION COLORED PINK INDICATES THE LOCATION OF THE 24,000 ACRES OF LAND ACQUIRED IN THE INTEREST OF THE GRAND TRUNK PACIFIC RAILWAY COMPANY FOR THE TOWNSITE AND THE DEVELOPMENT OF THE PORT.

